DRAWING AMENDMENTS

The attached sheet of drawings includes changes to Fig. 4. This sheet which includes Figs. 3 and 4, replaces the original sheet including Figs. 3 and 4. In Fig. 4, a prior art legend has been added.

Please approve the drawing changes that are marked in red on the accompanying "Annotated Sheet Showing Changes" of Fig. 4. A formal "Replacement Sheet" of amended Fig. 4 is also enclosed.

Attachments: Replacement Sheet

Annotated Sheet Showing Changes

REMARKS

Reconsideration of the application is requested.

Applicants appreciatively acknowledge the Examiner's confirmation of receipt of applicants' claim for priority under 35 U.S.C. § 119(a)-(d).

Claims 11-21 remain in the application. Claims 11-21 are subject to examination.

In item 4 on pages 2-3 of the above-identified Office Action, the Examiner objected to Fig. 4 stating that it needs a PRIOR ART legend. Please find enclosed an amended Fig. 4 showing a prior art legend.

In item 5 on page 3 of the Office Action, the specification was objected to for informalities. The Examiner's suggested corrections have been made in their entirety.

In item 7 on pages 3-9 of the above-identified Office Action, claims 11-20 have been rejected as being fully anticipated by U.S. Patent No. 6,609,419 to Bankart et al. (hereinafter Bankart) under 35 U.S.C. § 102.

As will be explained below, it is believed that the claims were patentable over the cited art in their original form and, therefore, the claims have not been amended to overcome the references.

As shown in Fig. 1 of Bankart, a sensor module 1 provides tire pressure data to a wheel antenna 2 which in turn is coupled to a fixed antenna 3 and transmits the tire pressure data to the fixed antenna 3. The fixed antenna 3 in turn is connected to a relay module 4 for analyzing the tire pressure data and the results can be displayed on the display module 5. In addition, the fixed antenna 3 supplies energy to the wheel antenna 2 and the sensor 1. The data signals and energy signals can be sent by capacitive or magnetic coupling. In either case, the means are both by non-contact measures and use the two conducting plate antennas 2, 3 separated by an air gap. In other words, the two antennas 2, 3 are coupled by air as explained in Bankart, column 7, lines 17-46. The relay module 4 sends an AC signal to the fixed antenna 3 which induces a voltage in the wheel antenna 2 which supplies energy to the sensor 1. In summary, Bankart teaches an antenna - air gap - antenna coupling in the signal system.

In contrast, the invention of the instant application teaches that a radio signal is emitted by a first antenna 2 that is coupled into a conductor 3, 6 (e.g. the car body), transmitted along the conductor, and coupled out of the conductor as a radio signal into a second antenna 5 and vice versa. It is clearly noted that there is no direct coupling between the two antennas 2, 5 in the invention of the instant application. Rather, the conductor is inter disposed between the antenna in the data transmission path.

A feature of the invention of the instant application is that the car body functions as the data bus. The Examiner is believed to be stating that since the metal casing of the sensor module 1 of Bankart has its ground connection provided by the wheel well 28 that this reads on the conducting element recited in claim 11 of the instant application. It is agreed that the wheel well 28 does indeed provide the electrical ground connection for the sensor module. However, no signal is coupled out of the wheel well 28 for further analysis as occurs in the invention of the instant application. The wheel well merely functions as a ground connection and not a data bus.

In contrast, claim 11 of the instant application recites that the electrical field is first coupled into the conductor element being electrically insulated from ground and then the electric field is coupled out from the conductor element.

First, the conductor element of claim 11 of the instant application is disposed between the antennas. In Bankart, an air gap is disposed between the antenna. It is further believed that an air gap is not an electrically conducting conductor element. Second, the transmission path of the invention of the instant application functions as antenna - arguably a coupling gap - conductor - arguably a coupling gap - antenna. In contrast, Bankart's transmission path is antenna - gap - antenna. Simply put, there is no electrical conductor disposed between the antennas in Bankart. Therefore, Applicants respectfully request that the Examiner withdraw the rejection.

In item 11 on pages 9 and 10 of the above-identified Office Action, claim 21 has been rejected as being obvious over Bankart in view of admissions of prior art under 35 U.S.C. § 103.

As noted above, the Bankart is not believed to read on the information transmission system recited in claim 21, therefore claim 21 is also believed to be allowable.

It is accordingly believed to be clear that none of the references, whether taken alone or in any combination, either show or suggest the features of claims 1, 19 or 20. Claims 1, 19 and 20 are, therefore, believed to be patentable over the art. The dependent claims are believed to be patentable as well because they all are ultimately dependent on claim 1.

In view of the foregoing, reconsideration and allowance of claims 1-21 are solicited.

Please charge any other fees that might be due with respect to Sections 1.16 and 1.17 to the Deposit Account of Lerner Greenberg Stemer LLP, No. 12-1099.

Respectfully submitted,

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FIG 3

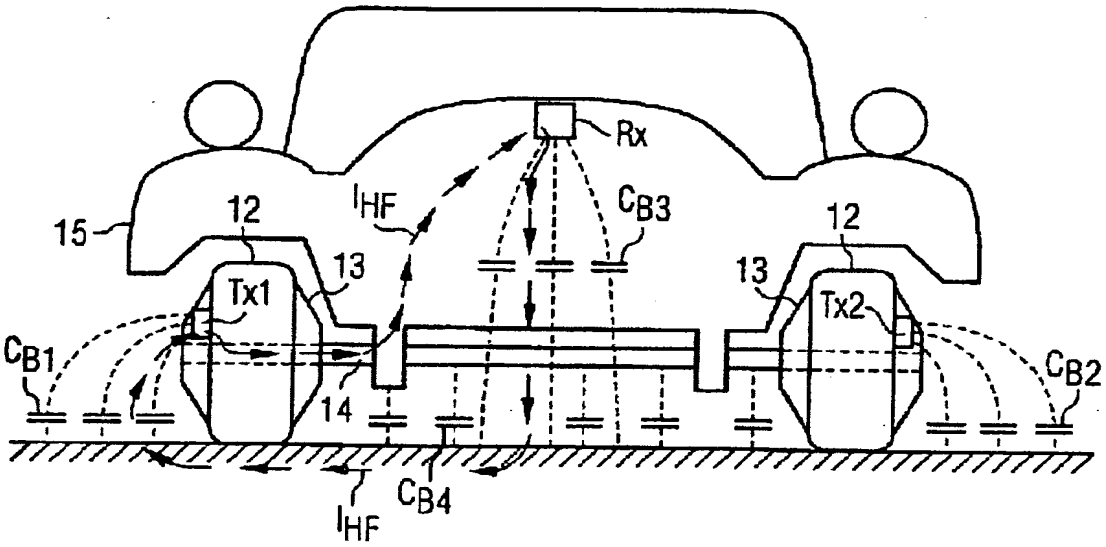

FIG 4 PRIOR ART